

my congressional district, NIOSH found that five of the sites had potential for significant contamination well into the 1990s and beyond. At the same time, NIOSH reported that it could not make a determination at three of the sites without additional information. For this reason, the bill I am introducing would require NIOSH to update its report on an annual basis to include new information when it becomes available.

Mr. Speaker, the RRCCA seeks to open the door of eligibility for valid claims. At the same time, passage of this bill will mean very little if the chronic problems that have plagued this program are not addressed. As you may know, the implementation of this important program has been plagued by bureaucratic red tape. For far too many claimants, it's a waiting game. I know of dozens of constituents whose work and health history leave no doubt about eligibility but are still waiting to have their records reviewed. In those rare instances where the National Institute of Occupational Safety and Health (NIOSH) has managed to evaluate claims, the approval rate has been abysmal.

Moreover, the Department of Health and Human Services has failed to issue one of the key regulations required by the law nearly 3½ years since the law was signed. The "Special Exposure Cohort" regulation is needed to address situations where the records needed to estimate radiation dose are not available, where the workers were not monitored, or the monitoring data is unreliable or altered. We note, for example, that NIOSH was unable to produce individual monitoring records for workers at Bethlehem Steel plant in Lackawanna, New York, where uranium billets were rolled into rods used as fuel in the government's plutonium reactors during the years 1949–1952. Just this week, a group of 25 Bethlehem Steel workers boarded a bus for Cleveland, to stage a protest outside of the Northeast Regional Headquarters of the program. These workers and others have been denied the right to petition for eligibility in the Special Exposure Cohort because the Department of Health and Human Services has failed to issue its regulations in a timely manner. Further delay is simply inexcusable.

As I have said, over and over again, this is an aging and ill population. Time is of the essence. Congress must act to ensure that the Energy Employee Occupational Illness Compensation Program is properly administered.

Mr. Speaker, I look forward to working with my colleagues to pass the Residual Radioactive Contamination Compensation Act to help our constituents.

SURFACE TRANSPORTATION EXTENSION ACT OF 2004

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 11, 2004

Mr. GREEN of Texas. Mr. Speaker, on February 11, 2004, I supported H.R. 3783, legislation to provide an extension of the transportation programs funded out of the Highway Trust Fund pending enactment of a reauthorization of the Transportation Equity Act for the 21st Century (TEA-21).

The fact that Congress had to approve yet another temporary extension of the Highway Trust Fund programs clearly shows the leadership of this Congress has misplaced priorities.

I am a cosponsor of H.R. 3550, the Transportation Equity Act, a Legacy for Users (TEA-LU), legislation which is the product of the hard and tireless work of two well respected members of the House, Transportation and Infrastructure Chairman DON YOUNG and Ranking Member JIM OBERSTAR. I call on my colleagues to enact this legislation at the full authorized level of \$375 billion through 2009.

Their legislation is being held hostage by ideological interests in the White House and House leadership who are apparently blind to the number one issue in my community of Houston, Texas: mobility.

While transportation reauthorization is stalled in Congress, residents in my community are idling away an average of 37 hours and 60 gallons of gas this year in congested traffic. We lose \$2.1 billion, every year, in productivity and fuel, and congestion has been getting worse. These figures are according to the Texas Transportation Institute's 2003 Urban Mobility Report.

Texas mobility is also impacted severely by the fact that 10 cents of every dollar we pay in gasoline taxes goes to other states. I strongly believe that Texas deserves at least 95 percent of Texas gas tax revenue for Texas transportation projects and have co-sponsored legislation, H.R. 2208, to that effect. But it will be much, much easier to increase our slice of the pie and get to that 95 percent level, if we fully fund H.R. 3550 and have a larger, total pie.

The gasoline tax funds our public highways by tapping revenue from those who benefit from them—motorists and truckers. Every cent we pay at the pump to the federal government goes to transportation. How else should we pay for our unavoidable road, bridge, and transit construction? The current gasoline user fee method is simpler than having to stop every 5 miles or so and dig around for change in our car seats to pay a highway toll.

Unless we can fully fund H.R. 3550, our constituents will be stopping to pay a lot more tolls in the future. The amount of funding generated by the static \$0.18 per gallon federal gasoline tax has significantly eroded over the last several years due to inflation. To allow for necessary highway construction the federal gas tax should be indexed to inflation, as proposed by my respected colleagues Chairman DON YOUNG and Ranking Member OBERSTAR.

It is frustrating to be confined by inadequate transportation funding during tough economic times because infrastructure investment brings major employment and development benefits. Each billion spent on infrastructure creates 47,500 American jobs, with 3.5 million jobs to be generated and sustained through 2009 under H.R. 3550, including over 200,000 jobs in Texas.

Inadequate transportation investment leads to lost hours spent in traffic, lost job opportunities, and lost lives from unsafe road conditions. I call on my colleagues to fully fund H.R. 3550 at the bipartisan level of \$375 billion.

RECOGNITION OF MRS. GINA CAYNE IN APPRECIATION FOR HER EFFORTS TO ASSIST THE VICTIMS OF THE SEPTEMBER 11, 2001 ATTACKS

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 26, 2004

Mr. PALLONE. Mr. Speaker, it is with great privilege that I have the opportunity to recognize an outstanding woman, Mrs. Gina Cayne, for her distinguished efforts creating the Jason David Cayne Foundation, a non-profit organization dedicated to assisting the families of deceased spouses.

Mrs. Cayne spent her youth in Marlboro, New Jersey where she met her childhood sweetheart and future husband, Mr. Jason David Cayne. In 1992, Jason and Gina wed, and Jason began his career trading Municipal Bonds. His success led him to a partnership with the firm of Cantor Fitzgerald in 1995. Six years later, during the September 11, 2001 attacks on the World Trade Center, Jason's life came to a tragic end. He was survived by his wife and three children.

However, in the wake of tragedy, the community reached out to Gina, and provided for her every need while she grieved for her beloved husband. After this difficult period ended, Gina was so thankful of the help of the community that she decided to return the favor, and try to bestow the same generosity to other victims of tragedy that results in the loss of a spouse.

Gina created the Jason David Cayne foundation in October of 2003 to assist with the immediate burden that families face when losing a spouse. In addition to financial assistance, the foundation provides help with organizing finances, and finding counseling that is required from the loss of a husband or wife.

Mr. Speaker, for overcoming the overwhelming loss of her husband, and in the wake of such tragedy, creating a foundation to help others like herself, Mrs. Gina Cayne deserves praise. I would like to extend my gratitude to Mrs. Cayne for her service to the grieving families of Monmouth County. In addition, I would like to ask my colleagues to join me in honoring a remarkable woman whose career in non-profit work has positively shaped the lives of all her foundation touches.

RECOGNIZING THE 101ST ANNIVERSARY OF THE JUVENILE COURTS IN CALIFORNIA

HON. DOUG OSE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 26, 2004

Mr. OSE. Mr. Speaker, I rise today to honor the 101st anniversary of the Juvenile Courts in California. As a result of the tireless efforts of the California Federation of Women's Clubs (CFWC), a bill was passed and signed into law by Governor George C. Pardee establishing the California juvenile court system on February 26, 1903. California became the seventh state to establish a juvenile court system with the first courts in San Francisco and Los Angeles—only 4 years after the nation's first juvenile court began in Chicago, Illinois.